

**AMENDMENTS TO THE CLAIMS**

1. (Currently amended) A pneumatic tire comprising:

a tread portion having tread edges,

the tread portion provided with shoulder blocks in a row along each said tread edge,

said shoulder blocks in a row divided by a circumferential groove and first shoulder grooves and second shoulder grooves,

said first shoulder grooves and second shoulder grooves alternating in the tire circumferential direction and each extending from the circumferential groove to the tread edge, wherein

a circumferential width (WLo) of the first shoulder groove at the tread edge is larger than a circumferential width (WSo) of the second shoulder groove at the tread edge,

the ratio (WLo/WSo) of said circumferential width (WLo) to said circumferential width (WSo) is larger than a ratio (WLi/WSi) of a circumferential width (WLi) of the first shoulder groove to a circumferential width (WSi) of the second shoulder groove, each measured at the circumferential groove,

the width (WLo) is larger than the width (WLi),

the width (WSo) is larger than the width (WSi), and

the width (WLi) and the width (WSi) are each in a range of from 4.0 to 12.0 % of a tread width (TW).

2. (Canceled)

3. (Currently amended) [[A]] The pneumatic tire according to claim 1, wherein the ratio (WLo/WSo) is in a range of from 1.10 to 1.80 and the ratio (WLi/WSi) is in a range of from 0.90 to 1.10.

4. (Currently amended) [[A]] The pneumatic tire according to claim 1, wherein each said shoulder groove is bent in a middle part thereof so as to have a crank shape.

5. (New) The pneumatic tire according to claim 1, wherein the ratio (WLo/WLi) is in a range of from 1.5 to 3.0.

6. (New) The pneumatic tire according to claim 1, wherein the ratio (WLi/WSi) is in a range of from 1.00 to 1.10.

7. (New) The pneumatic tire according to claim 1, wherein each said shoulder groove includes:

an axially inner portion extending axially outwardly from its intersecting point with the circumferential groove and having a substantially constant groove width;

a middle portion extending towards one circumferential direction from the axially outer end of the axially inner portion; and

an axially outer portion extending axially outwardly from the end of the middle portion and having a variable width gradually increasing from the axially inside to the axially outside of the tire.

8. (New) The pneumatic tire according to claim 7, wherein the axially inner portion is straight, and the axially outer portion is curved.

9. (New) The pneumatic tire according to claim 7, wherein the center line of the shoulder groove in the axially inner portion and axially outer portion is inclined at an angle in a range of from 5 to 30 degrees with respect to the axial direction.

10. (New) The pneumatic tire according to claim 7, wherein the middle portion of the first shoulder groove is disposed axially inwards of the middle portion of the second shoulder groove.

11. (New) The pneumatic tire according to claim 1, wherein a tread central part is provided with a circumferentially continuous rib.